Maryland Historical Trust

Maryland Inventory of Historic Properties Number: G-II-C-362

Name: 11006/ALT. US 40 OVER BIG GUNPOWDER RUN

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended ___X___

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: Anne E. Bruder Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze Date: 3 April 2001

MARYLAND INVENTORY OF HISTORIC PROPERTIES MHT NO. G-II-C-362
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

NAME AND SHA NO.: 11006

LOCATION
Road Name and Number: Alt. US 40 Over Big Shade Run
City/Town: Grantsville X vicinity
County: Garrett

Ownership: X State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: _ yes X no
__ NR listed district _ NR determined eligible district
__ locally designated _ other
Name of District _

BRIDGE TYPE

__ Timber Bridge
__ Beam Bridge __ Truss-Covered __ Trestle __ Timber-and-Concrete

__ Stone Arch Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

__ Metal Girder
__ Rolled Girder __ Rolled Girder Concrete Encased
__ Plate Girder __ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name __

DESCRIPTION

Describe the Setting:

Bridge 11006 carries Alternate US 40 over Big Shade Run near Grantsville in Garrett County. Alt. US 40 runs in a generally east-west direction at this location; Big Shade Run flows north-south. The creek flows through a rural area, and several houses are visible from the bridge. Bridge 11006 is located within the Appalachian Plateau physiographic province characterized by mountainous terrain.

Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

Bridge 11006 is a single-span concrete girder bridge with a clear span length of 28'. Although the bridge closely matches the 5-girder 1932 standard, two additional beams undergird the structure. The clear roadway width of the bridge measures 24' and carries two lanes of traffic. The concrete open balustrade includes steel W-beam guardrails attached at the ends. The substructure consists of striated concrete abutments and wing walls topped with segmental sloping capstones.

The structure shows signs of spalling, cracking, and exposed, rusted rebar in the north headwall. Recent photographs also show a large vertical crack at the juncture between the northeast wing wall and the east abutment. According to current inspection reports, girders 1 and 7 were repaired at mid-span and the sidewall, backwall and wing walls on the north side have been repaired.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

A recent inspection report states that the old balustrades were removed leaving only the low headwall; this alteration was carried out within the past year and steel W-beam guardrails now protect the north and south sides of the bridge. No other major changes have occurred according to available documentary evidence.

HISTORY

When Built: 1932
Why Built: Statewide road improvement programs and local transportation needs
Who Built: State Roads Commission of Maryland

Who Designed: Unknown
Why Altered: Unknown
Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

_ A (Events) _ B (Person) _ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

The improvement of Garrett County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, the construction of this bridge did not play an active role in the growth or development of this portion of Garrett County.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, this bridge is not located within an area eligible for historic district designation.

Is the bridge a significant example of its type?

No. The original open balustrades have been replaced with steel W-beam guardrails. Due to the loss of this important element, the bridge does not stand as a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No, this bridge does not retain integrity of its character defining elements. The original concrete parapets were replaced with steel W-beam guardrails within the past year.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

Should this bridge be given further study before significance analysis is made, and why?

No, this bridge should not receive further study.

BIBLIOGRAPHY

Crosby, Walter Wilson
1906 *First Report on State Highway Construction (May 1905-January 1906).* The Johns Hopkins Press, Baltimore.

1908 *Second Report on State Highway Construction (January 1906-January 1908).* The Johns Hopkins Press, Baltimore.

Johnson, A.N.
1903 *Third Report on the Highways of Maryland (1902-1903).* The Johns Hopkins Press, Baltimore.

LeViness, Charles T.
1958 *A History of Road Building in Maryland.* State Roads Commission of Maryland, Baltimore.

Maryland State Highway Administration
1987-93 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

P.A.C. Spero and Company and Louis Berger and Associates, Inc.
1994 *Historic Bridges in Maryland: Historic Context Report.* Prepared for Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore.

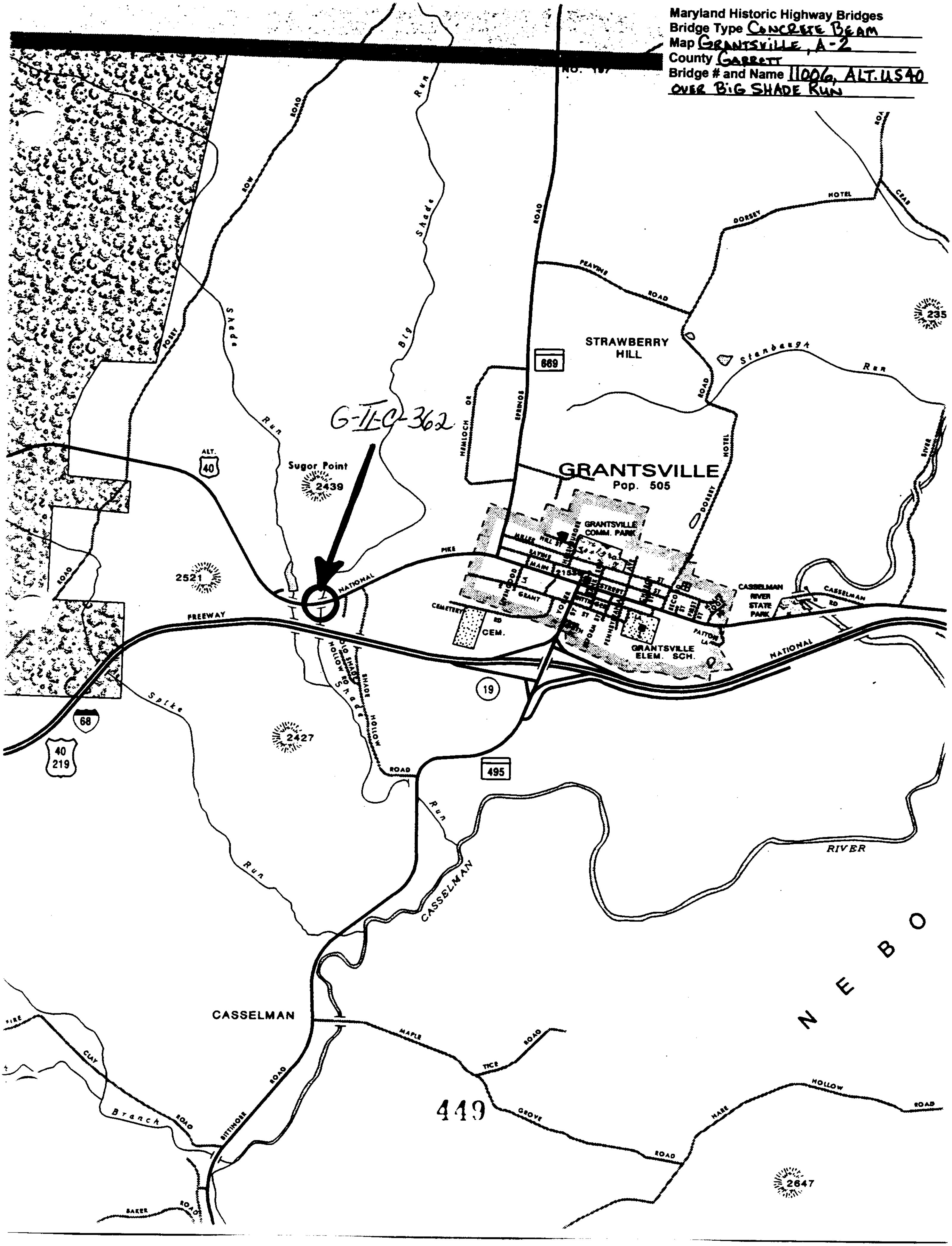
State Roads Commission of Maryland
1930 *Reports of the State Roads Commission of Maryland for the Years 1927, 1928, 1929, and 1930.* State of Maryland, State Roads Commission, Baltimore.

1959 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

SURVEYOR INFORMATION

Name: Margaret A. Bishop and Michelle M. Lupien **Date:** 13 May 1996
Organization: KCI Technologies, Inc. **Telephone:** (717) 691-1340
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map GRANTSVILLE, A-2
County GARRETT
Bridge # and Name 11006, ALT. US40 OVER BIG SHADE RUN



G-II-C-362
BRIDGE NO. 11006

US 40 Alt over Big Shade Run

Garrett Co, MD

Kim Anderson

5/6/96

SHA

East Approach

1 of 4

798-21A

G-II-C-362
BRIDGE No. 11006

US 40 Alt. over Big Shoals Run

Garrett Co. MD

Kim Anderson

5/6/96

SHA

West Approach

2 of 4

798-13A

G-I-C-362 BRIDGE NO. 11006

US 40 Alt over Big Shade Run

Garrett Co, MD

Kim Anderson

5/6/96

SHA

South Elevation (Downstream)

3 of 4

798-14A

G-11-C-362 BRIDGE NO 11006

US 40 Alt over Big Shade Run

Garrett Co., MD

Kim Anderson

5/6/96

SHA

North Elevation (Upstream)

4 of 4

798-17.1